MBTA Key Bus Route Improvement Program

Community Meeting
Routes 111-116-117

April 13, 2011
Chelsea Collaborative
318 Broadway, Chelsea

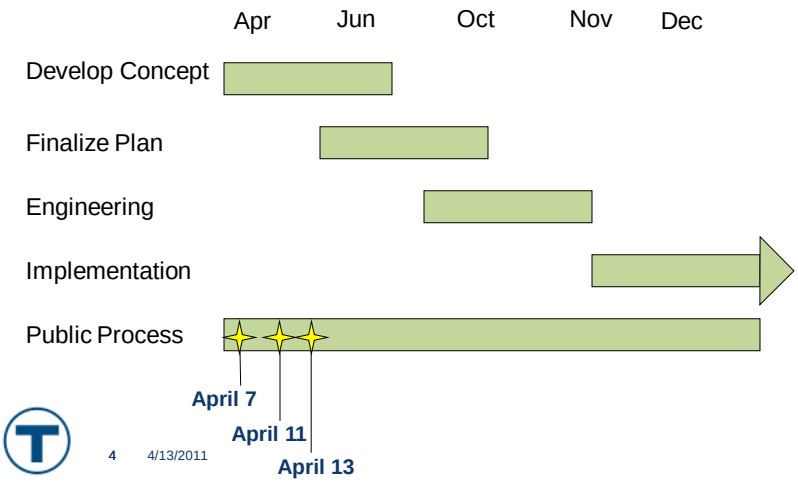
Agenda

- Welcome and introductions
- Safety briefing/Accommodations
- Meeting announcement
- Key Bus Route Program overview
- Today's Challenges
- Preliminary recommendations
- Next Steps
- Discussion

Introduction

- Enhancements to 15 Key Bus Routes
- Funded by $10 million ARRA grant

Project Schedule
Bus Routes 111-116/117



Key Bus Route Goals

- **Reliability**
  - less bus bunching
- **Faster trips**
  - less stops, reduced delays
- **Improved accessibility**
  - for seniors and persons with disabilities
- **Passenger amenities**
  - shelters, benches, signage, trash receptacles

Route 111: Overview

- Haymarket to Woodlawn / Broadway & Park Ave
  - Via Chelsea Square, Bellingham Sq, and Cary Square.
- Connects to:
  - MBTA Green and Orange Lines
  - MBTA Bus Routes 110, 112, 114, 116, 117
  - Commuter rail
- MBTA's 8th busiest route
  - Over 8,692 avg. daily boardings
- Peak hour headways
  - Every 5-10 minutes
- On-time performance
  - 75% Weekday

  Source: MBTA's 2008 Biennial Service Plan
- Approx. 5.1 miles long
- 54 Stops
  - 26 Inbound (to Haymarket)
  - 28 Outbound (to Woodlawn)

Route 116/117: Overview

- Wonderland to Maverick
  - Via Central Sq East Boston, Chelsea Square, Bellingham Square, and Broadway.
- Connects to:
  - Blue Line and Commuter Rail
  - MBTA bus routes, including 110, 111, 114, 119, 120, 121
- MBTA's 9th busiest route-
  - Over 8,446 avg. daily boardings
- Peak hour headways
  - Every 10-12 minutes
- On-time performance
  - 64% Weekday

  Source: MBTA's 2008 Biennial Service Plan
- 5.5 (116) & 5.1 (117) miles long
- 116 Unique Stops
  - 49/44 Inbound (to Maverick)
  - 48/43 Outbound (to Wonderland)
  - 71 stops shared for both routes

Today's Challenges

- Bus stops often not long enough to allow accessible and safe boarding/alighting at each door

Improved Accessibility

- Legal Mandate
- All bus doors must open at curb
  - Longer bus stops
- Deter cars from parking in stops
  - Assist municipal/ transit police enforcement

Farside – 60-65ft

Nearside – 90-100ft

Required Bus Stop Lengths

40’ bus

Midblock (or after left hand turn) – 100-110ft

Today's Challenges

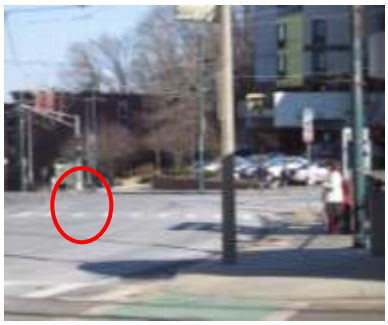
- Poorly located boarding area with blocked access
- Clear path of travel to/from/through stop
- Snow clearance

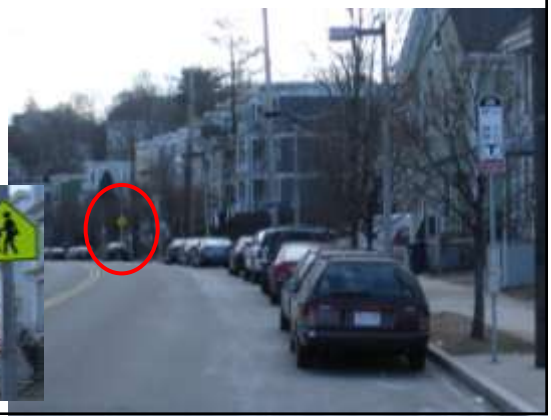
Preferred Bus Stop Locations

- Sufficient length to allow bus to pull to the curb
- Clear boarding/alighting area
- Not blocking crosswalks or driveways
- Considerate of adjacent traffic
- Appropriate distance between stops

Today's Challenges

- Bus stops located too close together





Optimized Bus Stop Spacing

- Ideal spacing is one stop every 750-1,320 ft (4 - 7 per mile)
- Resulting walk time = 4-6 minutes
- Route 111 has an average of approximately 750 ft
- Some stops as close as 250 ft

Today's Challenges

- Missing/Damaged Signs
- Obstructed Signs
- Incorrect/Outdated Information

Reliability Issues

- Bus 'bunching'
- Overcrowding
- On-time performance

Bus Stop Locations
What we consider:

- Ridership – customer boardings and alightings
- Proximity to schools, medical centers etc
- Distance to adjacent stops
- Reducing traffic congestion
- Parking impacts
- Potential to add amenities – shelters, benches etc.

Bus Stop Consolidation

Benefits

- Shortens bus trip times
- Improves service reliability
- Minimizes “stop & go” experience
- Provides additional parking spaces
- Ability to provide better stop amenities

Better Pavement Markings

- Improves bus stop delineation
- Helps prevent illegal parking

Improved Passenger Comfort & Convenience

- Install shelters where possible
  - Weather protection, seating, comfort
- New street furniture
  - Benches, trash receptacles

New Bus Shelters

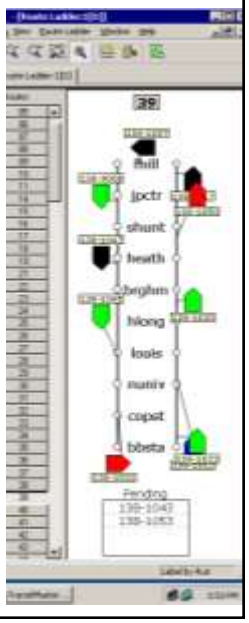
Traffic Signal Improvements

- Provide longer green time for buses
- Reduce overall congestion
- Requires coordination with roadway authority

Improving Reliability

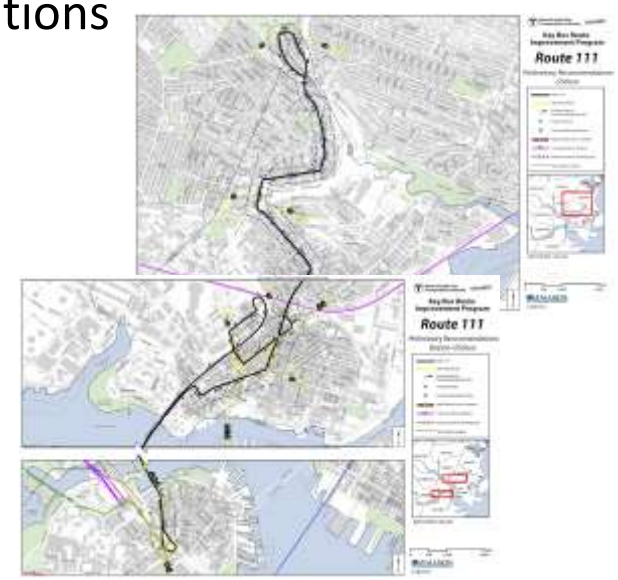
massDOT
Massachusetts Department of Transportation
Rail & Transit Division

- Tools to monitor and control buses



Bus Arrival Times

Preliminary Recommendations Route 111

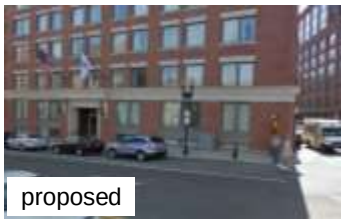


N Washington St @ Thatcher St

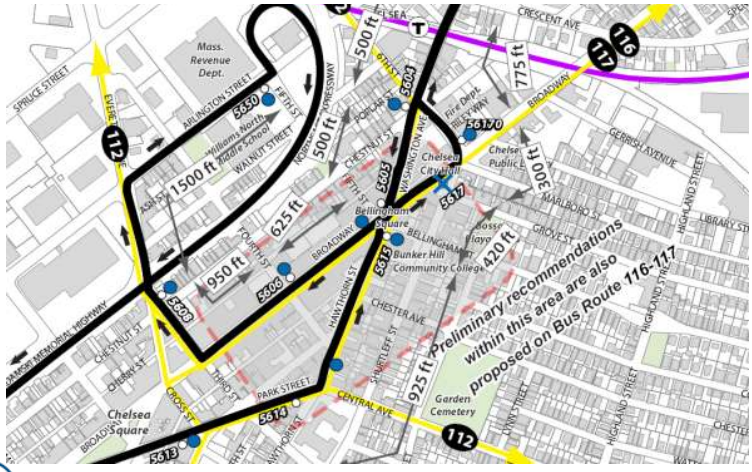
Remove stop due to proximity to Haymarket Station

N Washington @ Medford St

Relocate to farside of Causeway St due to proximity of Haymarket Station, add amenities.



Co-ordinate with Routes 116/117 in Bellingham Sq



* Park St @ Hawthorn St OB

Relocate to farside of Central, add amenities.

* Co-ordinate with Rt 116/117

* Broadway @ Shurtleff St OB

Remove stop to improve bus stop spacing and poor location of stop mid crosswalk.

* Co-ordinate with Rt 116/117

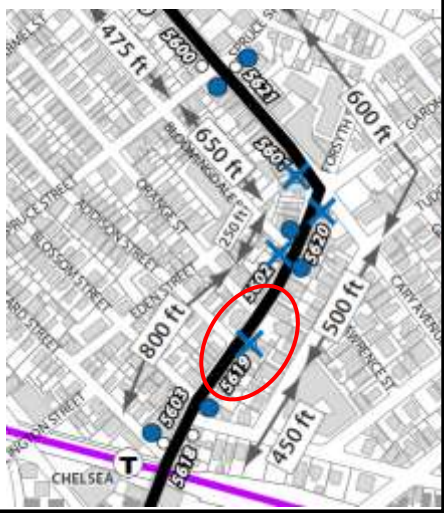
* Washington Ave @ Fifth St IB

Relocate stop to farside and add shelter, bench, trash receptacle on curb extension, and add pavement markings.

* Co-ordinate with Rt 116/117

Washington Ave opp. Orange Ct

Remove stop due to proximity to Haymarket, ridership, parking conflicts.



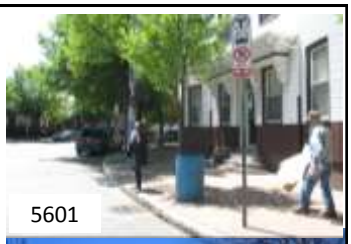
Washington Ave @ Cary Av

Relocate stop back from Cary Ave. Add bench, trash receptacle and pavement markings.

33 1/19/2011

Washington Ave @ Cary Ave

Consolidate with Bloomingdale to nearside of Bloomingdale. Install shelter or bench. Add amenities



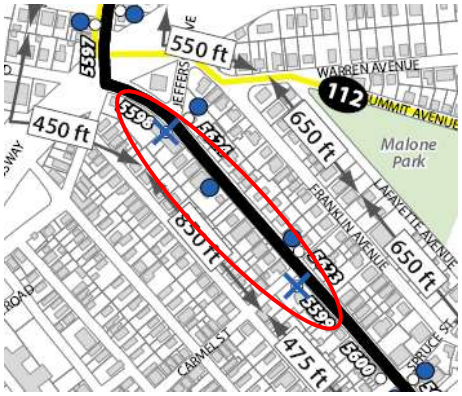
Washington Ave @ Opp. Carmel St

Lengthen stop to provide sufficient curb space for the bus to access the stop.

35 4/13/2011

Washington Ave @ Carmel

Consolidate with Jefferson Ave to midblock stop. Install amenities and pavement markings.



Washington Ave @ Revere Beach Pkwy

Remove stop to improve stop spacing and traffic flow and due to low ridership.

37 4/13/2011

Sagamore Ave @ Washington Ave

Lengthen stop. Replace existing trash receptacle, add pavement markings. Investigate signal improvements at Revere Beach Parkway.

38 1/13/2011

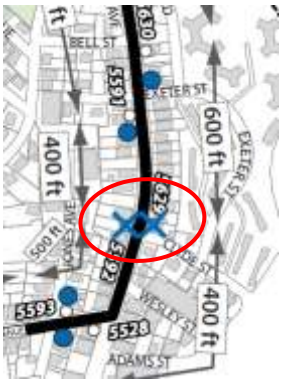
Sagamore Ave @ Murray St

Remove IB and OB stops to improve stop spacing.

39 4/13/2011

Garfield Av @ Clyde St

Remove stop to improve stop spacing and due to low ridership.



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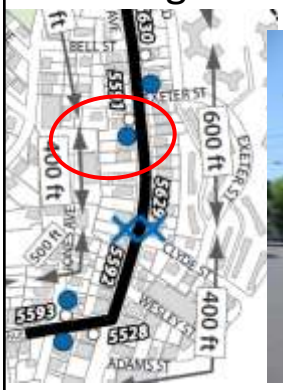
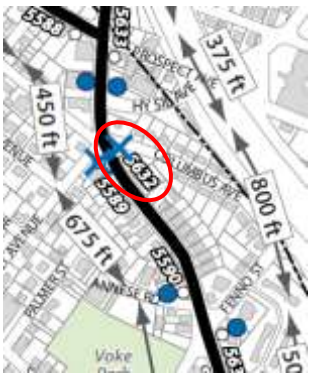
Garfield Av @ Exeter St

Add shelter. To provide sufficient bus stop length: Relocate handicap space behind stop OR relocate front sign and remove 2 parking spaces.



Washington Ave @ Columbus St

Remove stop to improve stop spacing and due to low ridership and location on curve.



Woodlawn @ Washington Ave

Consolidate with Prospect at new stop opp Hy Sil Ave. Add bench, trash receptacle and pavement markings.

Washington Ave @ Prospect

Relocate stop to farside of Hy Sil Ave

Washington Ave @ Arnold St

Remove stop to improve stop spacing, due to low ridership and poor sidewalk conditions.

Woodlawn

Add bench, trash receptacle and pavement markings.

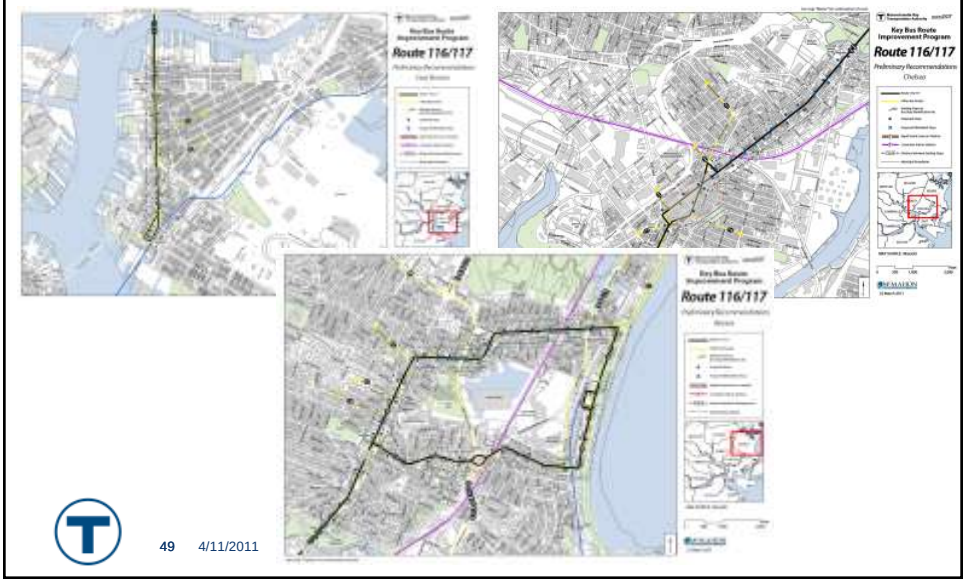
Woodlawn Ave @ Staffiery Rd

Relocate farside to provide sufficient bus stop length and minimize parking impact. Add pavement markings.

Summary of Preliminary Recommendations on Route 111

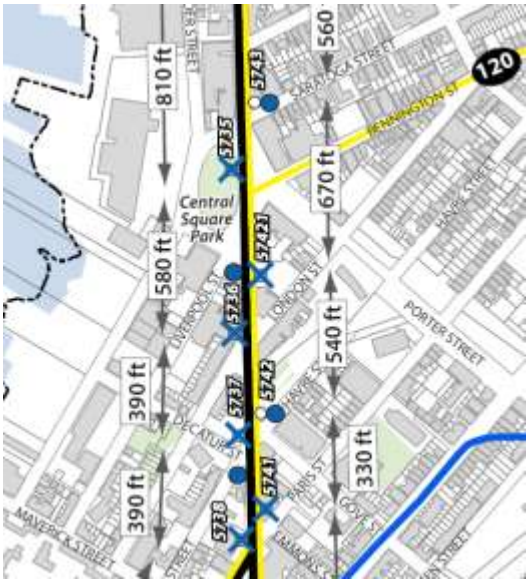
- Add shelters, benches, trash receptacles
- Lengthen stops for accessibility
- Relocate stops
- Consolidate stops
  - Current Stop Plan 26 IB/28 OB
  - Proposed Stop Plan 18 IB/21 OB
- Investigate traffic signal improvements
- Sidewalk improvements/curb extensions

Preliminary Recommendations Routes 116/117



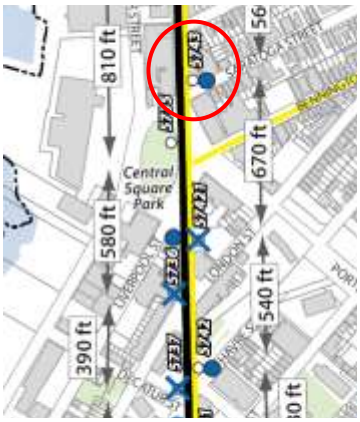
Central Sq, East Boston

Improve stops in co-ordination with City of Boston Central Square Project

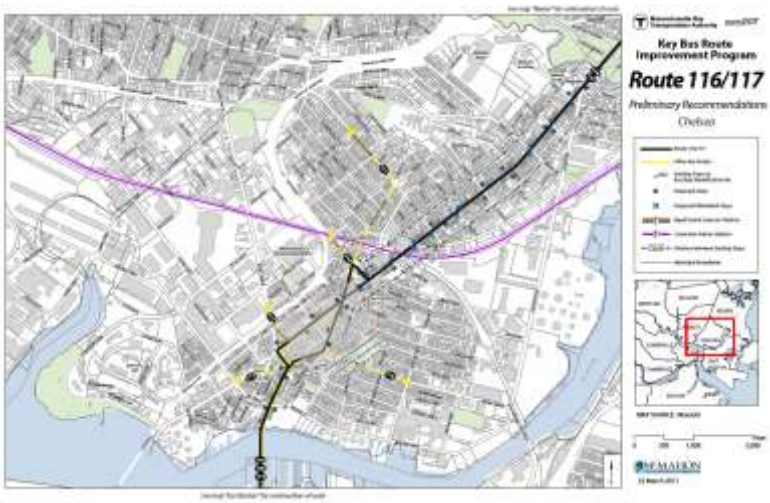


Meridian St @ Saratoga St OB

Lengthen stop to improve traffic flow.
Add amenities, pavement markings.

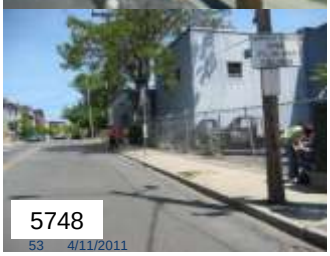


Chelsea



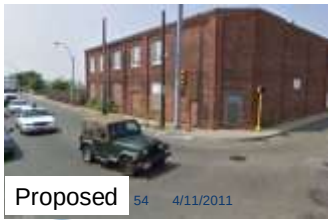
Pearl St @ Essex St & Marginal OB

Lengthen stops. Consider queue jump lane/signal improvements @ Marginal.

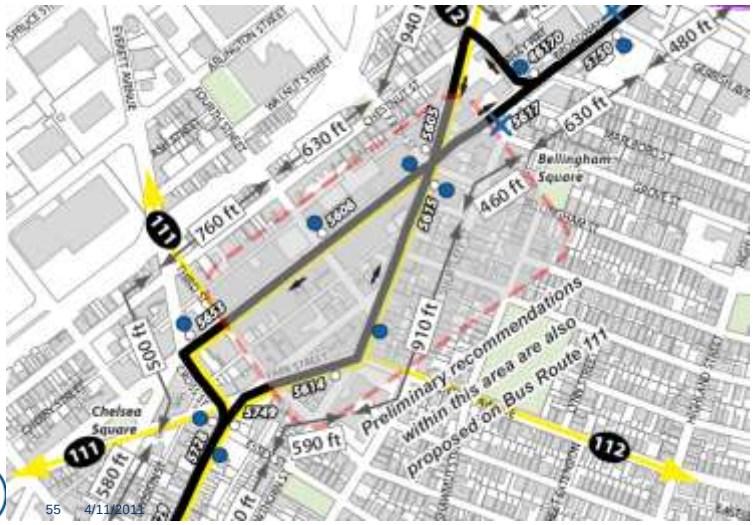


Pearl St @ Williams St IB

Relocate to farside to improve traffic flow. Add bench, trash receptacle, and pavement markings.



Co-ordination with Rt 111 in Bellingham Sq



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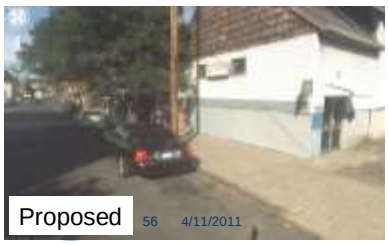

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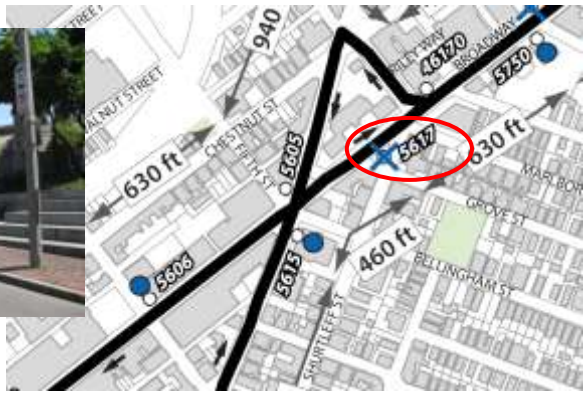


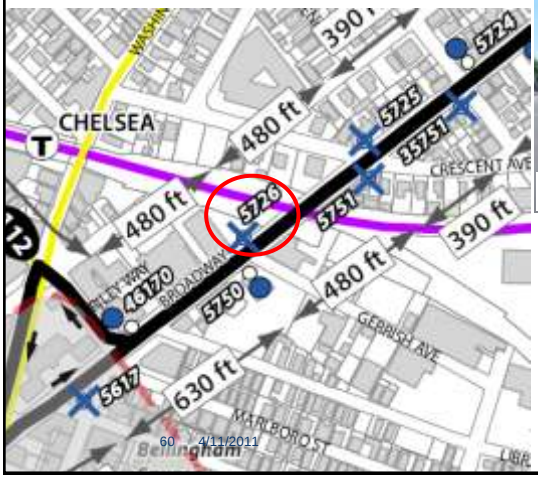
* Co-ordinate with Rt 111

Broadway @ City Hall Ave IB

Relocate stop to City Hall Ave

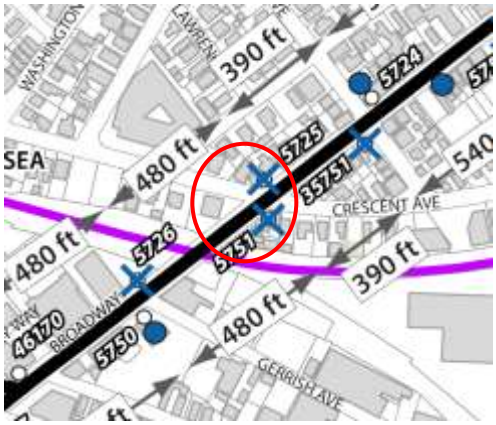
Broadway @ Gerrish St IB

Remove stop due to low ridership and to improve stop spacing.



Broadway @ Crescent Ave

Remove stops due to low ridership, short bus stop length and to improve stop spacing.



Broadway @ Cary Ave OB

Consolidate with Parker St to improve spacing and due to insufficient bus stop length. Add amenities and investigate signal improvements at Cary Ave.

Broadway @ Parker St IB

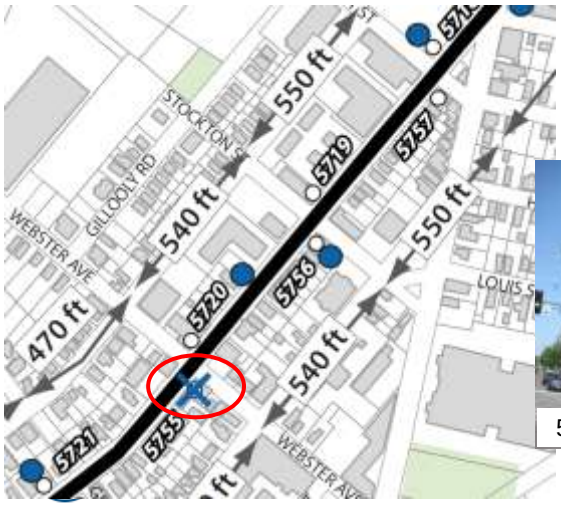
Remove stop due to stop length and to improve stop spacing.

Broadway @ Eleanor St

Lengthen stops by removing 1-2 spaces per stop.

Broadway @ Webster St OB

Remove stop due to insufficient stop length and to improve stop spacing.

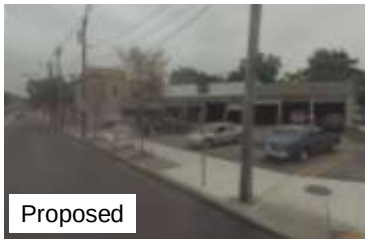


Broadway @ Stockton St IB

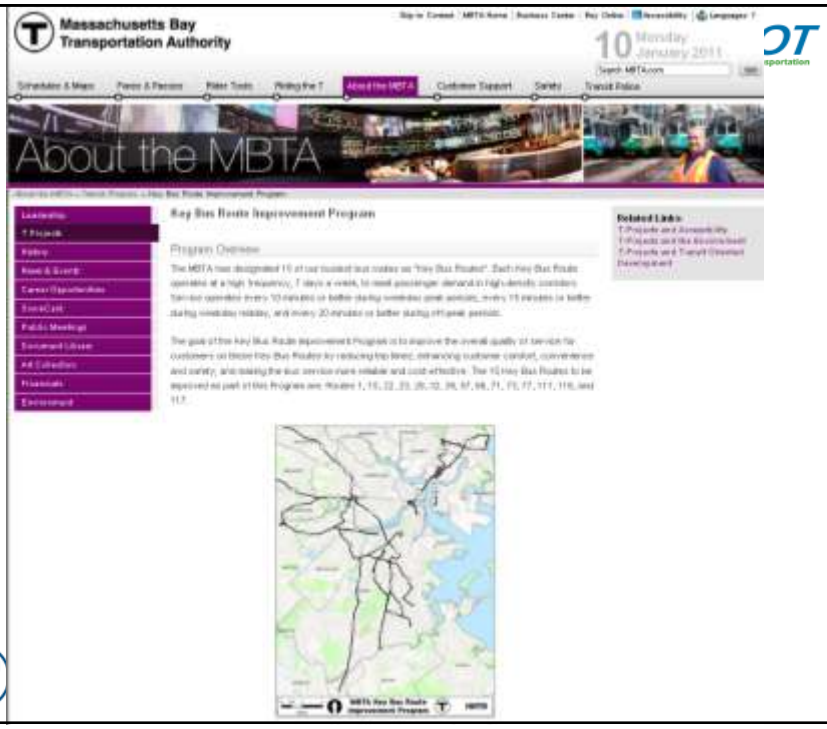
Consolidate with Webster St to midblock @ Tedeschi.
Add shelter.

Broadway @ Cabot St OB

Relocate stop to farside of Clinton St .



Public Outreach



Comments and Next Steps

- Project Updates at www.mbta.com/keybusroutes
- Mail to Operations and Service Development, 45 High St, Boston, MA 02110
- Email to keybusroutes@mbta.com
- Next community meeting
- Discussion

Discussion

These are

PRELIMINARY RECOMMENDATIONS

We want to hear from you!